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R I V E R      B L Y T H  
P O R T    H E A L T H    A U T H O R I T Y .

R E P O R T  
O F   T H E   P O R T  
M E D I C A L   O F F I C E R   O F   H E A L T H  
F O R   T H E   Y E A R  
1   9   4   7

A.G. NEWELL, M.D., C.M., L.M., D.P.H.

Public Health Department,  
"Dinsdale,"  
Marine Terrace,  
BLYTH,  
Northumberland.



RIVER BLYTH PORT HEALTH AUTHORITY.

MEMBERS OF THE AUTHORITY.

Chairman  
Vice Chairman

- Councillor J.R. Curry, J.P.  
- Alderman A. Walton, J.P.

Appointed by the Blyth Borough Council.

Alderman H. Donnachie.  
Alderman F. Rafferty.  
Alderman J. Reilly.  
Alderman R. Walker.  
Alderman A. Walton, J.P.

Councillor G.W. Barker.  
Councillor J.T. Blades.  
Councillor J.R. Curry, J.P.  
Councillor J.R. Kay.

Appointed by the Bedlingtonshire Urban  
District Council.

Councillor H. Bell,  
Councillor J.W. Pattison.  
Councillor A.H. Payne.

OFFICERS AND STAFF.

Medical Officer of Health.

A.G. NEWELL, M.D., C.M., L.M., D.P.H.

.... "Dinsdale"  
Blyth.

Deputy Medical Officer of Health.

\* W.I. GORDON, M.A., M.B., Ch.B.

.... Waterloo Road,  
Blyth.

Sanitary Inspector and Executive  
Officer under Rat and Mice  
(Destruction) Act, 1919.

JOHN DILKS, M.S.I.A.

Rat Catcher.

A.F. CHAPMAN.

Junior Clerk.

K. Green.

.... 6, Blagdon Street,  
Blyth.

Clerk to the Authority.

W.T. HARRISON.

Deputy Clerk to the Authority.

MISS L. OWEN.

.... "Dinsdale"  
Blyth.

Telegraphic Address:-

Portelth Blyth.

\* Part-time appointment.

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RIVER BLYTH PORT HEALTH AUTHORITY.

ANNUAL REPORT OF THE PORT MEDICAL  
OFFICER OF HEALTH FOR 1947.

"Dinsdale,"  
Marine Terrace,  
BLYTH.

2nd February, 1948.

Gentlemen,

I have the honour to submit my Annual Report for the work done and statistics for 1947 in connection with the Port Health Department.

I have the honour to remain,

Gentlemen,

Your obedient servant,

A.G. NEWELL, M.D., D.P.H.

To: The Chairman and Members  
of the Port Health Authority,  
BLYTH.

AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR.

TABLE A.

VESSELS.	NUMBER.	TONNAGES.	NUMBER BY M.O.H.	INSPECTED BY SANITARY INSPECTOR.	NUMBER REPORTED TO BE DEFECTIVE.	NO. OF VESSELS ON WHICH DEFECTS WERE REMEDIED.	NO. OF VESSELS HAVING, OR HAVING HAD INFECTIOUS DISEASE ON BOARD DURING THE VOYAGE.
<u>Foreign.</u> Steam Motor Sail Fishing	52	54,419	-	52	5	5	Nil
	49	8,533	-	49	-	-	-
	2	8	-	2	-	-	-
	22	1,702	-	22	-	-	-
TOTAL	125	64,662	-	125	5	5	Nil
<u>Coastwise.</u> Steam Motor Sail Fishing	2,094	1,793,133	-	2,090	124	124	Nil
	1,127	289,790	-	1,125	17	17	-
	-	-	-	-	-	-	-
	7	423	-	7	-	-	-
TOTAL	3,228	2,083,346	-	3,222	141	141	-
TOTALS	3,353	2,148,008	-	3,347	146	146	Nil

Crews of vessels examined.

Coastwise.	Foreign.	Fishing.	TOTAL.
45,020	3,161	475	48,656

CHARACTER OF TRADE OF PORT.

TABLE B.

(a) Passenger Traffic.

NO. OF PASSENGERS.	FIRST CLASS.	SECOND CLASS.	THIRD CLASS.	TRANS - MIGRANTS.
Inwards	Nil	Nil	Nil	Nil
Outwards	Nil	Nil	Nil	Nil

(b) Cargo Traffic.

Exports

Coal and Coke 4,775,636 tons.

Imports

Timber 31,380 tons

Cement, tiles & bricks 20,123 tons.

Exports General

2,220 tons.

Fish landed from local fishing boats

153 tons.

(c) Foreign ports from which vessels arrived.

BELGIUM	Antwerp, Ostend.
DENMARK	Copenhagen, Esjberg.
FINLAND	Fredrikshamm, Kesko, Obo, Palva.
FRANCE	Arromanche, Dieppe, Rouen.
GERMANY	Brémen, Emden, Hamburg, Kiel, Lubeck, Popenburg, Stetin.
HOLLAND	Amsterdam, Dordrecht, Rotterdam, Terneuzen, Ymuiden.
ICELAND	Westman Islands.
NORWAY	Bergen, Oslo.
PORTUGAL	Lisbon.
SWEDEN	Monlyluoto, Oscarham.

Nationalities.

BRITISH	3,023
BELGIAN	7
AMERICAN	1
DANISH	9
DUTCH	219
FINNISH	1
GERMAN	11
GREEK	12
IRISH FREE STATE	7
NORWEGIAN	12
PANAMA	8



Nationalities (contd.)

POLISH	1
SWEDISH	17
<hr/>	
Total	3,325
BRITISH FISHING VESSELS	4
FOREIGN " "	24
<hr/>	
GRAND TOTAL	3,353
<hr/>	

VESSELS ARRIVING FROM INFECTED OR SUSPECTED PORTS.

The following table gives the number of vessels boarded in Blyth by the officers of the Port Health Authority on account of them coming directly or indirectly from foreign ports, infected or suspected of being infected with Cholera, Plague, Yellow Fever or Typhus Fever.

Date 1947.	From Infected Ports to Blyth.		From Suspected Ports to Blyth.		TOTAL.
	Direct.	Indirect.	Direct.	Indirect.	
January	-	1	-	-	1
February	-	1	-	1	2
March	-	-	-	3	3
April	-	-	-	2	2
May	-	-	1	2	3
June	-	3	1	-	4
July	-	-	4	-	4
August	-	-	5	-	5
September	-	-	7	-	7
October	-	-	3	-	3
November	-	-	1	1	2
December	-	-	-	3	3
TOTAL	-	5	22	12	39

WATER SUPPLY.

(1) Source of supply for -

- (a) The Port. The port is supplied by the Newcastle and Gateshead Water Company on the south side of the river, and the Tynemouth Water Company supplies the north side of the river. Two new storage tanks have been erected during the recent years, one is situated at the lower end of the loading berths on the north side of the river and the other at the West Staiths.



(b) Shipping. Ships are supplied direct from the mains which are laid along the loading and most of the waiting berths. A constant supply is now available at practically all parts of the harbour with the exception of several jetties, but these can be reached by waterboat when required.

(2) Hydrants and Hoses -

What precautions are taken against contamination. Hydrants and hosepipes are regularly inspected and if any defects are found the matter is reported to the Blyth Harbour Commission who are responsible for the maintenance and care of all hydrants and necessary equipment for the supply of fresh water to ships. The Harbour Commission have water men. These men are responsible for the care and maintenance of the hoses. Cabins are provided for the storage of all equipment.

(3) There is only one waterboat in commission at the present time. This is the property of the Harbour Commission. This is frequently inspected from sanitary and structural standpoints and when drydocked periodically examined so that the tanks can be thoroughly cleansed and kept in a hygienic condition.

PORT HEALTH REGULATIONS 1933 and 1945.

(1) The arrangements in force at present for the dealing with Declarations of Health are as follows:-

The Pilots, who have consented to co-operate in the New Regulations, are supplied with Forms PS I and issue these to the Masters of Foreign Ships. The Master, on completion, hands the form of Declaration to the Customs Officer or a member of the staff of the Medical Officer. If anyone from the staff of the Medical Officer boards the ship prior to any Customs Officer he collects the Form of Declaration and leaves Form PS 2 thus showing that there is no reason for withholding pratique. This is, of course, when the Declaration requires no medical inspection.

This method has so far been satisfactory and the understanding between the Pilots, Customs Officers, and Members of the Authority's staff is efficient.

(2) Vessels are boarded on arrival by the Medical Officer or Sanitary Inspector, at their respective berths. H.M. Customs Officers are always on duty and board all foreign ships in the course of their duties. No person is allowed to disembark from a foreign ship until it has been declared free either by the Customs Officer or the Medical Officer.

(3) Notification to the Health Authority is now sent direct to the registered telegraphic address: 'Portelth Blyth,' - if any vessel should require special attention. Wireless messages are received at the Cullercoats Station which is situated about seven miles South of Blyth. These in turn are passed through the G. P. O. and sent to the above address. Flamborough is the nearest land signal station. Shipping agents sometimes receive wireless messages and, if in relation to health, they are passed on to the Medical Officer. The Pilots, Customs, etc., hand in any information required as stated by the Port Regulations.

(4) Mooring stations under Article 10 -

(a) Should any ship on arrival be suspected as having infectious disease on board, such ship would be berthed at the inspection Jetty, known as the Seven Stars Jetty, pending medical inspection. This has been the arrangement previously and has always been found suitable.



If after medical examination the ship was found to be infectious it would then be sent to the Quarantine Jetty which is situated on the North side of the river and cannot be approached unless by boat. The Harbour Master has consented to make an emergency berth at any part of the river should the circumstances demand such action, to be known as a 'designated' mooring station under the New Regulations.

(b) There is no mooring berth outside the docks. The situation of the river does not allow the berthing of vessels outside of the harbour.

(5) Standing exemptions have been arranged with the consent of all concerned, that all ships except those with evidence or suspicion of infection from Plague, Cholera, Small-pox, Yellow fever, or Typhus Fever, may proceed to their berths. Each or any such berths may become 'designated' mooring stations if the circumstances require. It is understood of course that any exempted ship shall be dealt with at the earliest possible moment by your staff, according to the conditions obtained on board.

(6) When a ship arrives from a foreign port no one is supposed to leave or board the ship other than the pilot, Customs Officer or the Medical Officer or his staff, until it has been declared free from control as required by the regulations. The various Officers as mentioned herewith are complying with Part I Section 16 and so far it can be stated that compliance with this part of the regulations has been adhered to.

(7) (a) Premises and Waiting Rooms for Medical Examinations:-  
There are no special premises or waiting rooms for Medical Examinations. Any work under this Section has to be carried out on the ship or occasionally at the Port Health Office, Blagdon Street.

(b) The cleansing or disinfection of ships is carried out at their berths or when in dry dock. In case of infectious disease, disinfection of crews quarters, etc. is usually done with SO<sub>2</sub> or sprayed with Formalin. There is no cleansing station or other arrangement for the cleansing of persons: the erection of such stations is still in abeyance. When patients are removed to hospital their clothes, bedding, etc. are removed also and disinfected by apparatus installed at the Infectious Disease Hospital.

(c) There are no premises or temporary accommodation for persons ashore at the Port of Blyth.

(d) The Port Health Authority have an arrangement with the Walkergate Infectious Disease Hospital, Newcastle/on/Tyne, for the reception of patients as indicated in these Regulations.

(e) Ambulance Transport: The Port Health Authority have the use of the Borough of Blyth's infectious disease motor ambulance and if this is not available the ambulance from the hospital concerned is sent to Blyth. Arrangements are made immediately by telephone.

(f) Supervision of Contracts: Any person or persons leaving a ship will as required by these regulations, give his name and address to the Medical Officer of the Port where disembarkation takes place. Should any person or persons change their address within fourteen days notification of such changes must be made to the Port Medical Officer after disembarkation takes place. Special post cards (P.S.3) have been printed with the name and address of the Authority thereon also some of the requirements of the Regulations. A reply card is also attached to this, this simplifying matters and rendering information readily where contracts are concerned.

(8) Bacteriological examinations of rats are carried out at the County Laboratory, Newburn /on/Tyne, and the result of such examinations are known at fairly short notice - The Port being approx. 20 miles from



the Laboratory. Specimens are sent when rats are recovered from every fumigation, also when trapping takes place any suspicious rat is also sent when deemed likely.

(9) Bacteriological examinations such as swabs or blood tests are carried out as required at the County Laboratory, Newburn/on/Tyne.

(10) Merchant seamen are informed from time to time concerning facilities for the treatment of Venereal Diseases. Leaflets are left on board vessels during the regular inspection of crews accommodation. Form 14 revised, issued by the Ministry of Health, 1943, gives the various Ports (British) for the treatment of the disease. Times and locations of hospitals are given in detail. Sailors can go to the Preston Hospital, North Shields, or the General Hospital, Westgate Road, Newcastle/on/Tyne. The N.C.C. have a clinic in Stanley Street, Blyth. This centre is opened twice weekly - Mondays and Fridays, 3.0 p.m. - 6.0 p.m.

(11) Arrangements for the internment of the dead: When dead bodies are recovered from the river or a ship they are placed in the Port Health Mortuary. This building is kept and maintained by the Port Health Authority and is now out of date and in need of urgent repairs. Where not identified they are buried by the local authority who claim any expenses incurred thereon from the County Council.

(12) Other matters if any, requiring of receiving attention.

TABLE C.

CASES OF INFECTIOUS SICKNESS LANDED FROM VESSELS.

Disease.	No. of cases during the year.		No. of vessels concerned.	Average No. of cases for previous 5 years.
	Passengers.	Crew.		
Diphtheria	-	-	-	1.6
Typhoid	-	-	-	0.04

TABLE D.

CASES OF INFECTIOUS SICKNESS OCCURRING ON VESSELS DURING THE VOYAGE BUT DISPOSED OF PRIOR TO ARRIVAL.

Disease.	No. of cases during the year.		No. of vessels concerned.	Average No. of cases for previous 5 years.
	Passengers.	Crew.		
Nil.	Nil.	Nil.	Nil.	Nil.

OTHER SICKNESS.

S/S Celtic Queen.

(British)

The Port Medical Officer received information from the Tyne Port Health Authority on the 12th March that 4 of the crew of the above vessel had been in contact with a case of Smallpox in the London district. Your Medical Officer proceeded to the Ship the following day and examined the members of the crew on board. No suspect was found and nothing further developed. This vessel is a regular trader to Blyth and the South of England.

S/S Hans Maersk.

(Danish)

During this vessel's stay in Dry Dock for repairs, a member of the crew became ill, and was later found to be suffering from pneumonia. He was taken to the Knight Memorial Hospital for treatment and soon recovered.



S/S A. Enwright.

(British)

On arrival from Boness on the 18th July, 2 members of the crew were sick, they were later examined by the Deputy Medical Officer and found to have a mild attack of Diarrhoea. The rest of the crew were examined and no signs of sickness were found. This vessel had been previous to the last port trading with timber from Finland.

S.T. Regensburg.

(German)

On the 23rd September, a wireless message was received stating that the Master was seriously ill, no information was given as to the nature of the illness, but an approximate was given as to the time of arrival. The Port Medical Officer was on the Quay when the Trawler arrived, and found the Master on examination to be suffering from a septic hand. He was sent to the local hospital for treatment.

### MEASURES AGAINST RODENTS.

#### 1. Steps taken for detection of Rodent Plague:-

(a) In Ships in Port. On arrival at the Port, vessels are examined and if there is any evidence of rats notice is served on the Master. The Port Health Authority have their own official rat-catcher, who is engaged when the occasion arises. Particular attention is paid to vessels arriving either directly or indirectly from infected or suspected ports. During the year rats have been sent to the County Laboratory, Newburn/on/Tyne for evidence of Plague, but in no case was the result positive.

(b) On Quays, Wharves, Warehouses, etc., in the vicinity of the Port. Poison baits are laid regularly along the river banks, and around the Docks, warehouses, dry-docks and the ship-breaking yard. Rat Week was duly observed, and every firm on the riverside was circularised and asked to co-operate with the Port Health Authority in a special effort for the destruction of these pests. The result appeared highly satisfactory and a fair number of dead rats were recovered. Private firms throughout the year laid rat poisons in an effort to keep their premises as free as possible from rat infestation.

2. Measures are taken to prevent the passage of rats between ships and the shore. Rat guards are kept by the Port Health Authority for use when required. Rat guards are used during fumigation and are kept attached to the mooring ropes until the vessels are ready for sea. Special attention is given to gangways, ladders, etc.

#### 3. Methods of deratisation.

(a) Ships - Fumigation: Some vessels deratised during the year were done with sulphur dioxide. The method employed is that of burning sulphur in specially constructed pails and sealing the compartments down for a period of from six to eight hours. The standard requirements for international purposes is 3 lbs of sulphur per 1,000 cubic feet of space and of good quality only is used. Care is exercised to see that the proper cubic capacity of compartments is correctly estimated. The work is carried out by private firms, all who are established on Tyneside. As in previous years HCN gas has been used. The work is carried out by skilled operators and has at all times been found to be satisfactory. The standard for international purposes is 2 ozs per 1,000 cubic feet for hold, cargo-spaces etc., and 1 oz per 1,000 for superstructures that is officers quarters, messrooms, galleys, etc. Observations have proved that the gas has a deadly effect on Cockroaches, Bugs, Fleas, etc.

When vessels are undergoing fumigation every precaution is taken such as the posting of notices over the ships sides, also the fencing off of the gangways to render the process as free as possible from accidents. The minimum exposure of this gas is two hours and affects a considerable saving of time compared with other methods, such as Sulphur Dioxide.



Trapping:- It was found necessary to carry out trapping occasionally during the year, and while it can be useful in clearing rats from single compartments, the method is not generally adopted where there is rat indication elsewhere. It is now recognised that fumigation especially for International sanitary certificates, is the more satisfactory and efficient method for the destruction of rats.

Poisons:- Poison baits are sometimes put down on vessels where there is only a slight indication of rats. It is also a convenient way of dealing with the vessels which are laid up or where the vessels are having a short stay in port.

(b) Premises in the vicinity of Docks and Quays:- These are generally dealt with by poison baits as occasion may require. Trapping is also carried out on private premises.

4. Measures taken for detection of rats prevalent in ships and on shore. Daily inspections are carried out and vessels are searched upon daily by the Health Inspector and Rat-catcher. Special attention is given to foreign arrivals, also those from infected or suspected ports. Old vessels where rat harbourage is more evident, are closely searched. Shore premises are also inspected and advice is given to private owners on methods of rat destruction.

#### 5. Rat Proofing:-

(a) The docks, wharves, and warehouses are not of recent construction and cannot be said to be rat-proof. As there is no importation of food-stuffs no facilities are offered for the feeding of rats and the various places are fairly free from rodents.

(b) Advice is given to the masters of vessels and occupiers of premises as to the best methods of making ships and premises rat-proof.

#### NUMBER OF RATS DESTROYED DURING THE YEAR.

##### (1) On Vessels

TABLE E.

Number of.	JAN.	FEB.	MAR.	APR.	MAY.	JUN.	JUL.	AUG.	SEP.	OCT.	NOV.	DEC.
Black Rats	20	-	-	-	-	7	-	-	-	-	2	1
Brown Rats	-	-	-	-	-	-	-	-	-	-	-	-
Species not recorded	-	-	-	-	-	-	-	-	-	-	-	-
Rats examined	20	-	-	-	-	7	-	-	-	-	2	1
Rats infected with Plague	-	-	-	-	-	-	-	-	-	-	-	-
Total	Black Rats 30.			Rats examined 30.								

##### (2) On Docks, Quays, Wharves and Warehouses.

TABLE F.

Number of.	JAN.	FEB.	MAR.	APR.	MAY.	JUN.	JUL.	AUG.	SEP.	OCT.	NOV.	DEC.
Black Rats	8	13	4	8	11	7	2	6	4	6	7	7
Brown Rats	-	-	-	-	-	-	-	-	-	-	-	-
Species not recorded	-	-	-	-	-	-	-	-	-	-	-	-
Rats examined	8	13	4	8	11	7	2	6	4	6	7	7
Rats infected with Plague	-	-	-	-	-	-	-	-	-	-	-	-
Total	Black Rats 83.			Rats examined 83.								

#### POISON BAIT Laid ON DOCKs, QUAYS, WHARVES AND WAREHOUSES DURING THE YEAR.

JAN.	FEB.	MAR.	APR.	MAY.	JUN.	JUL.	AUG.	SEP.	OCT.	NOV.	DEC.	TOTAL.
60	100	25	95	90	170	75	100	85	60	80	135	1,075.



TABLE G.

Measures of Rat Destruction on Plague "Infected" or "Suspected" vessels or vessels from Plague. Infected ports arriving in the port during the year. ) ) )

NIL.

TABLE H.

DERATISATION CERTIFICATES & DERATISATION EXEMPTION CERTIFICATES ISSUED DURING THE YEAR.

Net Tonnage.	No. of Ships.	No. of Deratisation Certificates issued.				No. of Deratisation Exemption Certificates issued.	Total Certificates issued.
		After fumigation with HCN		After trapping, poisoning, etc.	Total.		
		Sulphur	HCN & Sulphur.				
Ships up to 300 tons.	12	-	-	-	-	12	12
" " 301 " to 1,000 tons.	14	1	-	-	1	13	14
" " 1,001 " 3,000 "	16	3	-	-	3	13	16
" " 3,001 " 10,000 "	8	1	-	-	1	7	8
" above 10,000 tons.	-	-	-	-	-	-	-
Total	50	5	-	-	5	45	50



PORT SANITARY REGULATIONS, 1933 & 1945 - Article 19.

Deratisation Exemption Certificates.

The following vessels were granted Certificates after a thorough examination of the vessels had been made by the Port Health Authority:-

Date.	Name of Vessel.		Nationality.
3. 1. 47.	M.V. Sheafholme.	(D)	British.
7. 1. 47.	S.S. Bruse.		Norge.
1. 2. 47.	S.S. Kellwyn.	(D)	British.
24. 2. 47.	M.V. Hoperidge.	(D)	British.
6. 3. 47.	S.S. Emp. Condor.		British.
11. 3. 47.	S.S. Gurna.		British.
12. 3. 47.	S.S. Hagfors.		Swedish.
14. 3. 47.	S.S. Tully Crosby.		British.
28. 3. 47.	S.S. Rawang.		British.
1. 4. 47.	S.S. Leste.		British.
9. 4. 47.	S.S. Emp. Constancy.		British.
15. 4. 47.	M.V. Triton.		British.
18. 4. 47.	S.S. Waldo Hill.		British.
6. 5. 47.	S.S. Rengam.		British.
9. 5. 47.	S.S. Rheuben Snow.		British.
19. 5. 47.	S.S. Sarnia.		British.
20. 5. 47.	M.V. Hebe Nobel.		Dutch.
30. 5. 47.	S.S. Sulev.		British.
3. 6. 47.	S.S. Lillian Moller.		British.
4. 6. 47.	S.S. Elizabete.		British.
6. 6. 47.	M.V. Libra.		Dutch.
9. 6. 47.	S.S. Agios Vlasios.		Greek.
17. 6. 47.	M.V. Goldfawn.		British.
9. 7. 47.	S.S. Mons.		British.
14. 7. 47.	S.S. Deeswood.		British.
15. 7. 47.	M.V. Koningsdiep.		Dutch.
17. 7. 47.	S.S. Chemong.	(D)	British.
31. 7. 47.	S.S. Kellwyn.		British.
12. 8. 47.	S.S. Tudor Queen.		British.
18. 8. 47.	S.S. Ardgantock.		British.
28. 8. 47.	S.S. Emp. Brutus.		British.
28. 8. 47.	O.T. Solsten.		Norge.
29. 8. 47.	M.V. Marie Flore.		Belgian.
8. 9. 47.	S.S. Warrengrove.		British.
15. 9. 47.	S.S. Kyle Bay.	(D)	British.
15. 9. 47.	S.S. Hoogland.		Dutch.
17. 9. 47.	M.V. Turgail.		British.
26. 9. 47.	S.S. Ready.		British.
7. 10. 47.	M.V. Saxon Queen.		British.
18. 10. 47.	S.S. Belos.		Swedish.
4. 11. 47.	M.V. Junior.		Dutch.
7. 11. 47.	S.S. Stancourt.		British.
14. 11. 47.	S.S. Sampenn.		British.
14. 11. 47.	S.S. Liisa.		Finnish.
3. 12. 47.	S.S. Fort La Cloche.		British.
9. 12. 47.	S.S. Empire Rosalind.		British.
10. 12. 47.	S.S. Kampar.		British.
18. 12. 47.	S.S. Chopin.		Panama.
22. 12. 47.	M.V. Mira.		Dutch.
23. 12. 47.	S.S. Burnhope.		British.

(D) Denotes Deratisation Certificate.



HYGIENE OF CREW'S SPACES.

Classification of Nuisances.

TABLE J.

Nationality of Vessel.	Number inspected during 1947.	Defects of original construction.	Structural defects through wear and tear.	Dirt, Vermin and other conditions prejudicial to health.
British	3,031	7	58	74
Other Nations	316	2	4	5

NUMBER OF VESSELS FOUND HAVING SANITARY OR STRUCTURAL DEFECTS.

	Structural Defects.		Sanitary Defects.		TOTAL.
	Foreign.	Coastwise.	Foreign.	Coastwise.	
British Steam	-	54	3	65	122
" Motor	-	11	-	6	17
" Sail	-	-	-	-	-
Foreign Steam	-	2	2	3	7
" Motor	-	-	-	-	-
" Sail	-	-	-	-	-
	-	67	5	74	146

DEFECTS.

	Work in hand.	Work completed.	Total.
Forecastles relined.	-	2	2
Forecastles to clean out.	-	8	8
Forecastles to paint out.	-	11	11
Forecastles to repair.	-	12	12
65 Ports to repair.	-	29	29
Provisions room to reconstruct.	-	2	2
Galleys to repair.	-	7	7
Galleys to paint out.	-	2	2
Fresh water tanks to clean & repair.	-	8	8
Galleys to clean out.	-	4	4
Officers rooms to repair.	-	4	4
New vents to fix.	-	3	3
Mess rooms to repair & paint out.	-	3	3
Refrigerators to repair.	-	2	2
Radiators to repair.	-	11	11
Sanitary tanks to repair.	-	5	5
Bathroom reconstructed.	-	1	1
Hawse pipe to repair.	-	1	1
Scuppers to clean.	-	1	1
New bogies to fix.	-	4	4
3 bogies to repair.	-	2	2
Lavatory basins to fix.	-	3	3
W.C's to repair.	-	8	8
W.C's to fix.	-	3	3
W.C's flushed on quay.	-	6	6
Waste pipe to repair.	-	1	1
Food lockers to repair.	-	2	2
13 beds to destroy.	-	1	1
TOTAL	-	146	146



The total number of vessels found verminous was 16. Crews quarters and mess rooms, also galleys were the principal places affected. Fumigation with Hydrogen Cyanide and insecticides were the means used in dealing with these troublesome pests. The use of the new insecticide DDT is now in general use. It should be pointed out that recommendations are regularly made to Masters and other officers as to the efficacy of this suitable insecticide, which should be carried and used when occasions demand it.

The following table gives the list of vessels boarded during the year 1947 by the Medical Officer of Health and Sanitary Inspector on account of disease on board during the voyage, or at the time of arrival in Port, or while lying in harbour.

Date.	Name of vessel.	Nationality.	Where from.	Rating.	Nature of Sickness.	Remarks.
18.2.47.	Collingbourne.	British.	London.	Sailor.	V.D.	Receiving treatment.
27.2.47.	Storfors.	Swedish.	Ymuiden.	Captain.	Catarrh.	P.T. Clinic.
3.3.47.	Ligur.	-do-	London.	Sailor.	V.D.	Attending
3.3.47.	Chemong.	British.	-do-	Steward.	Jaundice.	Receiving treatment.
10.3.47.	Nerva.	Norwg.	-do-	2 Sailors.	V.D.	Attending Clinic.
15.3.47.	Celtic Queen.	British.	Tyne.	2 Sailors.	Nervous debility.	Gone home for treatment.
25.3.47.	Coldridge.	-do-	London.	Bosun.	Duodenal Ulcer.	P.T.
28.3.47.	Northern Chieftain.	-do-	Tyne.	Sailor.	Accident to hand.	P.T.
29.3.47.	Moorewood.	-do-	London.	Sailor.	Abscess.	P.T.
11.4.47.	Reuban Snow.	-do-	-do-	Sailor.	Scabies.	P.T.
25.4.47.	Arnewood.	-do-	-do-	Sailor & Bosun.	Tonsillitis.	Receiving treatment.
30.4.47.	Blisworth.	-do-	Hamburg.	Sailor.	V.D.	Attending clinic.
1.5.47.	Mercur.	German.	Lubeck.	2nd Engineer.	Gastric.	Medical treatment in port.
4.5.47.	Roman Queen.	British.	Dover.	Steward.	Hernia.	For hospital.
8.5.47.	Agios Vlasios.	Greek.	Ymuiden.	Sailor.	V.D.	Attending clinic.
23.5.47.	Marta.	Swedish.	Monylluoto.	Sailor.	V.D.	Attending clinic.
30.5.47.	Kentbrook.	British.	Poole.	2nd Mate.	Duodenal Ulcer.	Receiving treatment.
30.5.47.	Granta.	-do-	London.	Donkeyman.	Dermatitis.	Receiving treatment.
20.6.47.	Arnewood.	-do-	-do-	Donkeyman.	Burns.	Receiving treatment.
6.7.47.	Sir A. Kennedy.	-do-	-do-	Fireman.	Lumbago.	P.T.
13.7.47.	Arnewood.	-do-	-do-	Captain.	Diarrhoea.	P.T.
18.7.47.	Asa, Enwright.	-do-	Boness.	2 Sailors.	Catarrh.	P.T.
1.8.47.	Gudator.	Swede.	Fredrikshamn.	2nd Mate.	Eye trouble.	R.V.I.
14.8.47.	Avonwood.	British.	London.	Fireman.	Accident.	Treatment.
14.8.47.	J.W. Arey.	-do-	Stetin.	Sailor.	V.D.	Attending Clinic.
28.8.47.	J.W. Arey.	-do-	London.	Fireman.	Rheumatism.	Saw Fed. Doctor.



Date.	Name of vessel.	Nationality.	Where from.	Rating.	Nature of Sickness.	Remarks.
23.9.47. 25.9.47.	Regensburg. Elpis.	German. Greek.	Bremerhaven. Kosko.	Captain. Sailor.  3 Firemen.	Septic hand. Stomach trouble.  V.D.	In hospital. Removed to Preston Hospital. Treatment at Clinic. P.T.
9.10.47. 3.11.47. 18.11.47. 23.11.47. 18.12.47.	The Baron. Dashwood. Kentbrook. Oscarree. Holmside.	British. -do- -do- -do- -do-	Portsmouth. London. Dover. Southampton. Grangemouth.	Fireman. Mate. Sailor. Captain. Sailor.	Accident. Accident. Accident. Catarrh. V.D.	Died in hospital. P.T. P.T. P.T. Treatment at Clinic.
19.12.47. 20.12.47.	Humbergate. E.I. Douglas.	-do- -do-	Dover. London.	Mess-boy. Mess-boy.	Accident. Burns.	P.T. P.T.

FOOD INSPECTION.

(1) As there is no importation of food at the Port no action was necessary under the Public Health (Imported Food) Regulations, 1937, or the Public Health (Imported Milk) Regulations, 1926, or the Public Health (Preservatives etc., in food) Regulations, 1925 to 1940.

(2) PUBLIC HEALTH (SHELLFISH) REGULATIONS, 1934.  
 An order has been approved and put into force by the Port Health Authority from the eleventh day of September, 1947, stating the prescribed area of the Authority, and making it illegal for anyone to sell, or expose or distribute or offer for sale or have in his possession for the purpose of sale for human consumption any shellfish, mussels, periwinkles, or cockles taken from within the prescribed area, unless such shellfish, mussels, periwinkles or cockles have been -

- (i) subjected to a satisfactory process of cleansing at an establishment which is for the time being approved by the Minister of Health for the purpose; or
- (ii) relaid in pure water for such period and in such places as may from time to time be approved for the purpose by the said Authority; or
- (iii) subjected to a process of sterilisation by steam under pressure for at least six minutes in an apparatus which is for the time being approved by the said Authority.



PSITTACOSIS.

The Parrots (Prohibition of Import) Regulations, 1930.

There has been no importation of parrots or birds of similar species as defined in the Order. On several occasions love birds have been found on board, these being kept as domestic pets. The necessary forms have been served from time to time prohibiting the removal of such birds while the vessels are waiting for a cargo.

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DETAILS OF A SUCCESSFUL PROSECUTION INSTITUTED BY SUNDERLAND  
AUTHORITY WITH REGARD TO THE ILLEGAL BOARDING OF A SHIP PRIOR  
TO THE VESSEL BEING CLEARED BY THE PORT MEDICAL OFFICER.

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Three Sunderland ships' provision merchants saw a South Shields colleague go aboard a vessel in the Wear. They waited to receive Port Health officer's permission to go aboard, but fearing trade competition went aboard without that consent and were fined at Sunderland Magistrates' Court for contravening port health orders.

For the prosecution Mr. E. Snow said that it was particularly important to enforce the regulations in the case of the Springtide since it had sailed from the Baltic ports where there had been a certain epidemic.

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ASSOCIATION OF SEA AND AIR PORT HEALTH AUTHORITIES OF THE  
BRITISH ISLES.

Notes from the General Committee.

Hospital Treatment for Aliens. ..... I now learn that it will be the duty of Port Health Authorities, in conjunction with the Regional Hospital Board, to arrange for hospitalisation of aliens who are permitted to land and who require hospital treatment. Further, the treatment will be free and no part of the cost will fall upon the Port Health Authority.

Interpretation of Section 267 of Public Health Act, 1936. Sub-section 5 of this Section states that the relevant parts of the Act do not apply to any vessel belonging to His Majesty or to any vessel belonging to a foreign government.

The real test of such ownership is "Does the Master hold possession on behalf of the Crown?" This question can be answered in each case only after consideration of the facts relating specifically to it. As far as the U.S. Maritime Commission is concerned, it would appear that the Commission is an agency of the U.S. Government and, therefore, vessels owned by them, whether operated by them or by private operators, are legally exempt by virtue of Section 267 (5).

Notes from the Medical Committee.

Scales of Salaries - Port Medical Officers.

RESOLVED that, in the opinion of this Committee, 10% of the approved Asquith Scale should be added to the salaries of Medical Officers of Health where they also carry out duties of a Port Medical Officer.

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